

Eugene Bicycle and Pedestrian Advisory Committee



Public Works
Engineering

City of Eugene
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Date: Thursday, June 14, 2012
Time: 5:30 to 7:30 p.m.
Location: Sloat Conference Room
Atrium Building, 99 W. 10th Ave (Enter from the back alley off 10th Ave)
Eugene, OR 97401

BPAC Members Present: Tom Schneider, Holly McRae, Rex Fox, Judi Horstmann, Shane MacRhodes, Ted Sweeney, Jim Patterson, Anya Dobrowolski, David Gizara, Edem Gomez, Sasha Luftig, Rex Redmon, Harriet Behm, Jennifer Smith

BPAC Members Absent: Fred Tepfer

Staff: Lee Shoemaker, Reed Dunbar, Jennifer Willer, Doug Singer

Members of the Public Rich InLove, Kelsey Moore, Vicky Mello,

Meeting Called to Order at 5:32 p.m.

Agenda and Notes

1. Open Meeting

Update to agenda – SRTS funding through MPC (added Agend Item #7).

2. Public Comment

None.

3. Approve May 10, Meeting Summary Notes

Approved.

4. 2013 Bond Path Rehabilitation Project

- Doug Singer present to discuss path improvements completed since the 2008 bond repair measure passed. Worked with PBAC in 2009 to prioritize projects. Goal was 5 projects (1/year). Handout:
 - Amazon 19th to 31st (2009)
 - Fern Ridge (2010)
 - South Bank (2011)
 - West Bank (sched. 2012); very large project: Greenway Bridge to Stephens St this summer; next summer from Stults to Merry Ln (2013)
 - Additional projects - Fern Ridge this summer; parts of the north bank; 14 projects listed; #'s 8-14 exceed \$350K/year funding. Bond paid for 1-5, grants for 6-8. Fern Ridge from Terry to Greenhill will be repair project next year.

- Questions about funding sources for other path projects. Mostly federal funds, new connector paths are state funded.
- Have costs gone back up? No, not yet. Some projects coming in under budget.
- Acorn Park Connector? There's a sidewalk here now.
- Washington/Jefferson Park Paths? Under I-105. Any discussion about bike path that cuts through former Jefferson School? Yes, study in PBMP. Bond funds won't fund NEW paths, only fix existing.
- Fern Ridge: Matt Rodrigues, will include retaining wall at Arthur St to control slope. Project proposal under budget, so trying to make wall part of the budget as well as enhancements like pedestrian rail, counters, and lighting.

5. PW Accessible Ramp Installation and Replacement Program

- Matt Rodrigues presented an overview of curb ramp design and construction. Began by discussing I-5 trail system improvements.
- Presentation on Accessible Ramp Installation.
- What triggers a ramp project? A paving project that is funded will include ADA ramps. Federal requirement that ramps are upgraded to meet standard. No additional money to do ramps, they are done as part of existing funding.
- Freestanding curb on Jefferson @ 28th. How will you address this? This is an example of good intention, and was done so we could meet ADA standards between crossings and provide two ramps that maintain directionality. Will be modified in next few weeks. Request to paint crosswalk here.
- PBMP toolkit specifies curb radius. Yes, but some designs work better on local streets than intersections of two major streets.
- Lack of wings on curb ramps? ADA requires less than 10% slope on wings. However, we've tested it and for the remainder of the projects scheduled this summer, wings will be included (current remain as is). Existing curbs will be painted. Comment to add bull nose to curbs so not at 90 degree angle.
- Focus on major streets. Does the ADA Right of Way Plan address local streets or sidewalk infill? No sidewalk infill because not a federal mandate. Process will be to re-inventory all curb ramps and install APS (accessible pedestrian signals). The plan can look at sidewalk infill, but because not a requirement, lower on the priority list because projects must be phased due to cost.
- Plan for sidewalk review on S Willamette? This will be part of the S Willamette Street Study.

6. Bike Willamette Campaign Steering Committee Presentation

- Kelsey Moore leads coalition called "Bike Willamette" to discuss bicycling from 24th to 32nd on Willamette. Had one meeting that

was well attended and people are very excited. Many customers of bike shop where Kelsey works want improvement. Slogan, “A campaign for safe bicycle access along S Willamette Street”. Opinions about what should happen there – many want bike lanes others want a protected facility of some type. With summer and increased traffic, there are a lot of conflicts between user groups right now.

- 60 people at first Bike Willamette meeting. Any merchants? Yes, and there is some concern about whether they will approve. Some confusion about decreasing building setback and losing auto parking. Some newer businesses really supportive.
- Thought that it is too hard to walk to different businesses now. It doesn't feel like a shopping district; most people get back in their cars after shopping at one store.
- Complete street concept? This is a known objective. How does Bike Willamette help this to move forward? Role will be to inform people what's happening and mobilize supporters when needed. Keep all stakeholders involved. Be proactive.
- Cogito will do public meeting component (HWY 126, EWEB, etc.)
- Support traffic changes. What happens if there is a lane reduction? A lot of documentation and studies seem to suggest traffic flow is enhanced and safer with a center turn lane. Some businesses have seen increased business when this design implemented.
- Driveways. This will be a choke point.
- Problem now is pedestrians running across the street mid-block.
- Land use plan included another crossing at mid-block.
- Suggestion that advocates from Bike Willamette attend Envision Eugene workshops.
- Has the S Willamette Street Study began? No, but approved and set to begin.
- Any problems with vagrancy? Worried city will not want benches because of fears about how they will be used. Comments that the land use plan removed bike access from Willamette.
- Concerns there is a pro-auto advocacy group that will invest in ensuring no reductions in auto travel lanes. (West 11th group)
- Main concern should be a robust commercial area because it makes it more attractive and safer for all customers, users, owners. It doesn't work to solve social issues with infrastructure.
- Get a logo, not a motto. Post to businesses. Deliver cards to businesses that says I walked here, I biked here.
- Bike Willamette is bike focused. Support ped, but focusing on bicycles.
- Peds want wider walkways, need to have the utilities underground to increase usable space.
- Bus passengers alighting the bus often cross the street directly across from bus stop.
- “Pedestrians are fundamentally lazy”; need additional facilities.

- Ped signal takes too much time to turn (esp. 27th). Check timing.
- Rich InLove, perception that Tom Larsen is pro-auto. Tom S says that's accurate.
- Seems to be 2 different studies. The land use study and the transportation study. If the intent is to design something that's more ped accessible, the land use will need to follow form and vice-versa.
- Invite Chris Henry (leading S Willamette Study) to next BPAC meeting to take comments.
- Two separate processes seem to be competing with each other (land use plan, transportation plan). Did this shed light on the difficulties of two separate processes? Don't want to repeat issues.

7. Added Item: SRTS Funding

4j and Bethel SRTS programs funded through STP-U funding. STP-U is up for renewal for one year while a strategy to secure long-term funding can be identified. Trying to continue with program successes in the interim.

Have shown transportation mode shift away from autos over the past 3 years of SRTS programming.

Shane MacRhodes attended MPC meeting today to recommend one year funding authorization. Meeting was open to the public. Currently gathering letters of support. Ask for BPAC support for funding.

Unanimous approval. Letter will be written by Shane, will send draft around for approval.

8. 2012 Project Updates

- 24th Avenue
 - Will keep bump outs on north side to be maintained by neighborhood. Why? Not necessary to remove, and helps to keep an ornamental element embraced by some residents.
- Oakmont Way
 - No appeal; bike lanes will be installed as requested.
- Capstone
 - Discussed the PEPI process and timing for improvements.
- Fern Ridge Path
 - Under construction. Complete end of July.
- North Bank Path
 - Construction end of August to end of October
- West Bank Path
 - Construction mid-July through August and prior to Labor Day
- Path Connector Project
 - Mid-July through mid-September

- Will be bid as separate projects
- Knickerbocker Bridge closure
 - Starts July 9th will be closed for 10 working days.
 - Traffic Control Plan being developed
 - ODOT, Transportation Planning and Parks and Open Space to help with outreach
- Fern Ridge-Terry to Greenhill in 2013
 - Fix cracks in path and settling at bridges
 - Fix vandalized lighting system
 - Repair path shoulders
 - Coordinated with Amazon Creek bank stabilization

9. Transportation Enhancement-ODOT Bike-Ped Grant Update

- Amazon Active Transportation Corridor
 - \$1.1M grant estimate
 - 3 bridges, one two-way cycletrack, intersection improvements
- Northeast Neighborhoods Livable Streets
 - \$725K grant estimate
 - SLMs, wayfinding, intersection improvements
 - BPAC would like to emphasize that traffic calming will be key to make these comfortable spaces for bicycling

10. Information Share

- Thank you to Ted Sweeney for serving on BPAC.
- One BPAC member attended a Friendly Area Neighbors meeting where W 24th Avene Pavement Project was discussed. Heard 4 out of 7 members make negative comments about bicycling. Later talked to Michael Kinnison (Neighborhood Services) about the need to get together with FAN to discuss improved neighborhood relations.
- 5 BPAC members will be termed out in December. Suggestion for an early member selection process. Think about groups that should be represented (SRTS, etc.) and not just individuals.
- Kidical Mass camping trip this weekend.

Meeting adjourned 7:35pm.